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## THE JUTLAND RIDDLE.

WHY THE REPORT IS DELAYED.

The *Daily Mail* states that the protracted delay in the publication of the official account of the battle of Jutland is due to a fatal difference between Lord Beatty and Lord Jellicoe as to the positions and movements of the two fleets and the various squadrons engaged.

On this point Lord Beatty is not prepared to give way, while Lord Jellicoe is equally unyielding.

Lord Jellicoe's diagrams and statements have already been criticised, notably by Commander Bellamy, M.P., in his book, "The Battle of Jutland," where he points out that the enemy at which the British battleship *Marlborough* fired is variously shown by Lord Jellicoe as being 11,400, 12,000, and 13,000 yards from the *Marlborough*. Other and more important discrepancies are mentioned.

The despatches published after the battle did not disclose many of the most important facts. Among them are—

1. That Lord Jellicoe with the battle-fleet turned away from the enemy, instead of towards the Germans, thereby losing the opportunity of delivering a crushing attack, when, as a British officer has stated, the Germans began to shoot wildly; "we watched with interest the splashes of the shells falling a mile or more from their intended target."

## THE BEATTY SIGNAL.

2. That Lord Jellicoe, with the battle-fleet turned a second time away from the enemy, about 7.15 p.m. (May 31, 1916), when Beatty with his ships steered towards the enemy, and at 7.35 p.m. signalled to the van of the battle-fleet to follow him and surround or annihilate the enemy. No action was taken on this signal, and when at 8.10 the van of the battle-fleet received permission to follow Beatty, he had passed out of sight and the opportunity was lost.

3. That Lord Jellicoe at 9 p.m. turned away from the enemy, and the Germans, who were then going west, and steamed south.

These movements away from the enemy were first disclosed by Lord Jellicoe in his book, "The Grand Fleet," but that work made no mention of the famous signal by Lord Beatty, though Admiral Henderson had referred to it in the *Daily Mail*, which has published it repeatedly.

The country, which was informed authoritatively by these movements, and how they were made, and whether there was justification for them; how exactly a British Commander-in-Chief allowed a fleet half the strength of his own force to escape when he had it at his mercy.

## THE EMPIRE COMMERCIAL CONGRESS.

A notable feature of the proceedings at the Congress of Chambers of Commerce of the British Empire was the address delivered by Mr. John Darling, a London banker, in which he advocated a scheme for inter-empire trading with bills of exchange as a currency basis. Mr. Darling's view is that the Treasury is applying only half a cure in following the recommendations of the Cunliffe Committee, that is reducing deflation, while providing no gold relief. His proposal includes the establishment of an Empire Bank, with headquarters in London, one of its functions being the issue of cable transfers at par. The minimum of confusion would result if these banking facilities were afforded through the establishment of branches of the Bank of England throughout the Empire, with increased capital. The pound sterling would become the Empire's unit of value, except in Canada and India, where it would have a fixed parity. In a resolution submitted by the London Chamber of Commerce, and adopted by the Congress, the urgent necessity of establishing a network of high-power wireless stations throughout the Empire was emphasised.

The Birmingham Chamber of Commerce urged support of the movement, initiated at the beginning of 1913 by the Imperial Air Fleet Committee, for promoting the establishment of an Imperial air fleet and an all-Red route of aeroplanes and airships around the Empire.

The Congress passed a resolution favouring Imperial Preference.

## ROAD CONSTRUCTION AT CANTON.

## A GOVERNMENT PROPOSAL.

The Government of Kwangtung has formed a Public Highway Commission with Chen Tse-chen as the chief. So far large construction work is being planned because of lack of funds, says the *Canton Times*. It is understood that the Government may interest the citizens themselves in the several districts to build the highways, allowing syndicates to open the highways in return for special privileges to be given.

Among the proposals suggested are (1) public organizations, private companies, or individuals in the several districts may undertake the construction of the proposed highway; (2) agreements will be entered into by the Government and the party interested in the building regarding the responsibility and the privilege to be enjoyed and carried by the people and the contractors concerned; (3) that the Government shall not interfere with the operation of the road building contractor, individual or company; (4) until the charter expires, the party having successfully built the highway shall be permitted to enjoy the income and other benefits attached to the road so that, within a stated time, the Public Highway Department will control all public roads and make future improvement on them.

The Canton-Hankow Railroad, Kwangtung section, is reorganizing its staff, and discharging some of the superfluous officers and men, says the *Canton Times*. Mr. Tan Woon, the associate managing director of the railway, is now acting manager.

## TRAVELLING FOR A BET.

A FINE OF \$100 IMPOSED.

Alexander Victor Argon was fined \$100 and ordered to pay the expenses incurred by the E. & A. Company at the Magistrate's, on Saturday, in connection with the case in which he was charged with being found on board the *Kanowna*, bound from Japan to Australia, without a ticket.

At the previous hearing, Argon told the Magistrate that his bet was due to a foolish bet he had made to travel without money.

Mr. D. J. Lewis, solicitor, appeared at Saturday's hearing, and informed the Magistrate (Mr. G. N. Orme), that he had been instructed by Messrs. Mackinnon, Mackenzie & Co., the liner's agents, to prosecute in the case and to state that they took a serious view of it. The Ordinance under which the defendant was charged, also took a serious view, as it provided for a penalty of a fine of \$1,000, and in addition, without the option of a fine, sentence of nine months imprisonment might also be inflicted. That Ordinance was framed in 1903, when conditions were vastly different to those obtaining now, with restrictions imposed by various Governments and Police Regulations.

Mr. Orme said that the Ordinance was framed with regard to offences connected with this Colony. The defendant in the present case was endeavouring to get through to Australia.

Mr. Lewis stated that if Argon had entered into Australia the ship would have been heavily fined, in view of the unsatisfactory nature of the defendant's passport, which was not valid when he left Japan. The ship would then also be subjected to considerable expense (his passage and food) in having to take the defendant back to Japan.

Replying to the Magistrate, Mr. Lewis said this was not an isolated instance, as they previously had a similar prosecution against a stowaway who had come from Australia.

Inspector Spear stated that he took defendant down to Mr. L. N. Leefe, of Messrs. Jardine, Matheson, who said that he was prepared to pay the fine, and also the defendant's passage to Australia.

Mr. Lewis said that he would like to draw attention to the fact that the Captain of the *Kanowna* was subjected to considerable inconvenience by having to turn from his course to pick up the St. Albans and transfer the defendant on to this boat. The defendant was brought to this Colony on this vessel.

Inspector Spear said that as far as he could understand the case, the defendant found himself without money and went on board the *Kanowna* to go to Australia, being under the impression that he would be able to obtain money from friends there.

Mr. Lewis said that possibly the defendant had some Chinese friends on board who supplied him with food. The fact that he gave himself up to the Captain, as he stated, did not make any difference to the fact that he did stow away.

The Magistrate said he would like to make sure that something had been arranged between Mr. Leefe and the Company to recompense the latter for the expense they had incurred for the defendant.

Mr. Lewis: I understand Mr. Leefe is disposed to assist the defendant, though to what extent I do not know.

His Worship: I fine the defendant \$100, or one month's hard labour. Mr. Ross will arrange with Mr. Leefe to pay any expense that has been incurred on the defendant's account.

## SHANTUNG ISSUE.

NOT TO BE BROUGHT UP AT GENEVA.

The Asiatic News Agency learns that the Chinese Foreign Office has sent telegraphic instructions to Dr. Koo and Mr. Tang Tsai-ili, the Chinese delegates to the League of Nations at Geneva, regarding the Shantung question. Owing to the existing international situation, China will not introduce the Shantung issue for adjustment, but the Chinese delegates have been instructed to formally notify the executive council of the League that China reserves her right to bring this question up for adjustment at the next League conference.

Mr. Liu Chang-min, former Minister of Justice, who is now in Europe as the representative of the Chinese League of Nations Society, supports the Government on the ground that this decision seems to be the best especially in view of the absence of the United States from the League conference.

## KIANGSU CHALLENGE TO PEKING.

## ASSEMBLY DECIDES TO ELECT ITS CIVIL GOVERNOR.

According to the Asiatic News Agency correspondent at Nanking, there was a special session of the Provincial Assembly of Kiangsu on November 24th to discuss the bill introduced by Chang Fa-tsun with reference to the election of the Civil Governor of the province by the Assembly, instead of one being appointed by the Peking Government. The bill was unanimously passed, and a telegram was dispatched to the Chin Cabinet requesting that Mr. Wong Hu, the newly-appointed Civil Governor of Kiangsu (who is still in Peking) be ordered not to come to Nanking to assume his new duties, as the people of Kiangsu are going to elect their Civil Governor.

This is regarded as a challenge to the Peking Government, and it remains to be seen how Peking is going to enforce its wishes in the Kiangsu Assembly.

The Canton Fire Protective Association has decided to purchase modern firefighting apparatus and to engage from Shanghai an experienced Cantonese to train the Brigade.

## SALE OF OLD POST OFFICE.

AMENDED CONDITIONS OF SALE.

The public auction of the old Post Office site takes place to-day. It is notified in the *Government Gazette*, that Clause 3 and 6 in the conditions of sale have been amended as follows—

Clause 3.—Immediately after the fall of the hammer the purchaser of the lot shall sign the Memorandum of Agreement, hereinafter contained, for completing the purchase according to these conditions. He shall, within three days of the day of the sale, pay into the Colonial Treasury the sum of \$250,000, and within six months of the day of sale the balance of the premium at which the lot shall have been purchased provided that interest at the rate of 7 per cent. per annum will be payable by the purchaser on any balance of the premium which may be outstanding at the end of three calendar months from the date of sale, such interest to be reckoned as accruing from the expiration of three months aforesaid; and provided further that if the whole premium is not paid on the expiration of six months from the date of sale, the purchaser will be held to have failed to comply with the conditions of the sale, and the provisions set out in paragraph 10 of these conditions will apply.

Clause 6.—The purchaser of the lot shall submit to the building authority plans for the erection of buildings on the lot, as required by Section 222 of the Public Health and Buildings Ordinance, 1903. He shall also build and finish, fit for occupation, before the expiration of thirty-six calendar months from the date of passing of the plans, in a good, substantial and workmanlike manner, one or more good and permanent non-domestic buildings upon some part of his lot with walls of stone or brick and lime-mortar and roof of tiles or such other materials as may be approved by the Director of Public Works, and in other respects in accordance with the provisions of all Ordinances, By-laws and Regulations relating to Buildings or Sanitation as shall or may at any time be in force in the Colony, and shall expend thereon a sum of not less than \$572,000 in rateable improvements. Provided that in the event of the plans not being passed within three months of the date of their submission, the aforesaid thirty-six months allowed for the completion of the building shall be reckoned as commencing on the expiration of three months from the date of submission of the plans.

## PUBLIC AND GENERAL HOLIDAYS FOR 1921.

### NEXT YEAR'S LIST.

The following Public and General Holidays will be observed as Government Holidays in 1921—

**PUBLIC HOLIDAY.**  
Empire Day, Tuesday, 24th May.

**GENERAL HOLIDAYS.**  
Saturday, 1st January.  
Tuesday, 26th February.  
Good Friday, 26th March.  
Saturday, 26th March.  
Easter Monday, 28th March.  
Whit Monday, 10th May.  
King's Birthday, Friday, 3rd June.  
Monday, 1st August.  
Monday, 10th October.  
Friday, 11th November.  
Monday, 28th December.  
Tuesday, 27th December.

It is further notified that His Excellency the Governor in Council has appointed Friday, 11th November, 1921, to be observed as a General Holiday in substitution for the Monday which falls on or nearest to the ninth day of November.

## COLONY'S FINANCES FOR AUGUST.

The Hongkong Treasury issues the following financial statement for the month of August, 1920—

Balance of assets and liabilities on 31st July, 1920	\$5,593,293.23
Revenue from 1st to 31st Aug. 1920	1,067,960.24
	\$7,081,243.47

Expenditure from 1st to 31st August, 1920	1,632,295.63
Balance	\$5,448,947.84

## A NEW EASTERN INDUSTRY.

The *Times of Malaya* (Ipoh) publishes a description of the plant of the newly formed Malayan China-clay and Pottery Company. Valuable beds of China-clay exist in Perak and the new company is working one on the Gopeng Consolidated property. Dr. W. R. Jones, a well-known geologist, is the Managing Director. The Kaitum beds at Gopeng are said to compare favourably with the best Cornish. At present the plant is experimental, but it produces 6,000 tons per annum. It will find a ready market in India, where kaolin is used for cotton goods, dressing and paper making. Later it is hoped to make latex cups.

A Public Health Department for Canton has been urged upon the Civil Administration in a lengthy memorandum by Dr. F. J. Lee, Acting Superintendent of Kung Yee Medical Institution. Among the things to which such a department ought to give early attention, he says, are the inspection of the health of the school children, the regulation of medical practitioners, the supervision of the sale of milk, the inspection of food supply, the introduction of pure drug measures, and others.

## ROYAL HONGKONG YACHT CLUB.

### RACING YACHTS CHAMPIONSHIP.

The First Championship Event for Racing Yachts was sailed off on Saturday, 27th November, 1920.

Results:—

### HANDICAP CLASS.—Start at 2.30 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Diana	Scratch	4.19.14	2
Bella	Scratch	4.19.02	1
Orion	Scratch	4.24.43	6
Dorothy	Scratch	4.24.14	5
Gladya	Scratch	4.21.39	4
Sonia	Scratch	4.23.53	3

### ONE DESIGN CLASS.—Start at 2.35 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Daphne	Scratch	4.24.54	1
Alisa	Scratch	4.24.53	2
Halcyon	Scratch	4.26.43	3
Bonita	Scratch	4.29.33	4

### KEYWARD KEYS CLASS.—Start at 2.40 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Ursula	Scratch	4.45.45	1
Sirius	Scratch	4.50.12	2
Lola	Scratch	4.42.14	3
Owl	Scratch	N. S.	0

### GAIL CLASS.—Start at 2.45 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Gael	Scratch	4.48.09	1
Toinette	Scratch	4.50.22	2
Joan	Scratch	4.50.31	3
Thekla	Scratch	5.20.16	4

## CRUISERS CHAMPIONSHIP.

The First Championship Event for Cruisers was sailed off on Sunday, 28th November, 1920.

Results:—

### ENGLISH RIG.—Start at 10 a.m.

Yachts	Handicap on Course	Corrected Position	Points for Race
Azuma	Scratch	2.48.03	3
La Cigale	Scratch	2.50.27	5
Pestevier	Scratch	2.48.28	1
Tringa	Scratch	3.17.31	4
Westwind	Scratch	3.30.00	9
Brynhilde	Scratch	—	—
Feathers	Scratch	2.47.45	2
Aileen	Scratch	3.47.09	6
Norseman	Scratch	—	—
Queen Bee	Scratch	3.54.27	7
Mist	Scratch	3.58.34	8
Chinook	Scratch	3.30.00	—

### CHINESE RIG.—Start at 10.10 a.m.

Yachts	Handicap on Course	Corrected Position	Points for Race
Ononone	Scratch	3.27.37	1
Niobe	Scratch	4.07.14	2
Helen	Scratch	4.24.47	3
Lady Jean	Scratch	11'00"	—

## SECOND CHAMPIONSHIP FOR RACING YACHTS.

The Second Championship event for Racing Yachts was sailed on Saturday, 4th December in drizzling rain and a variable wind.

There were several accidents. The *Bella* carried away a jib and topping lift of mainsail early in the race. *Alisa* lost the top of her mast, and before the mainsail could be lowered the mast carried away at the deck. *Joan* and *Gael* had a collision, whilst rounding the Cust Rock buoy, both having to give up the race.

Results:—

### HANDICAP CLASS.—Start at 2.30 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Diana	Scratch	4.19.02	1
Bella	Scratch	4.19.02	2
Orion	Scratch	4.24.43	6
Dorothy	Scratch	4.24.14	5
Gladya	Scratch	4.21.39	4
Sonia	Scratch	4.23.53	3

### ONE DESIGN CLASS.—Start at 2.35 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Alisa	Scratch	N. S.	0
Bonita	Scratch	4.57.29	3
Daphne	Scratch	5.01.56	4
Halcyon	Scratch	4.59.00	1

### KEYWARD KEYS CLASS.—Start at 2.40 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Ursula	Scratch	N. S.	0
Sirius	Scratch	5.00.12	2
Lola	Scratch	5.14.54	3
Owl	Scratch	N. S.	0

### GAIL CLASS.—Start at 2.45 p.m.

Yachts	H'cap on Course	Corrected Position	Points for Race
Gael	Scratch	4.48.09	1
Toinette	Scratch	5.12.20	2
Joan	Scratch	N. S.	0
Thekla	Scratch	5.20.16	4

## P. & O. STEAMER "DELTA" IN COLLISION.

The *Times of Oester* 28th reports:—The P. & O. steamer *Delta*, 8,800 tons, from Bombay for London, was in collision during the fog early yesterday morning off Southend, with the British steamer *Wimbleton*, from Antwerp. The *Delta* was holed on the port side, and as her stokehold was filling, she was beached south of the Chapman Light. The passengers, numbering about 1



## SPORT.

## LEAGUE CRICKET.

## UNIVERSITY DRAW WITH CRAIGENGOWER.

Only one match was played on Saturday, several games being cancelled owing to the wet weather. Craigengower played the University and would have inflicted a severe defeat on the latter team but for the intervention of time. The game would have been played to a finish had it started at 2.15 p.m., instead of half an hour later. F. G. Thompson, for Craigengower, scored 80 and was unbeaten when the innings was declared. He drove vigorously but was fortunate in being missed on two occasions. Scores:—

## CRAIGENGOWER.

S. Jex, b. Yeoh	11
H. Hall, c. Samy, b. Yeoh	0
F. M. Ayer, b. Yeoh	7
D. G. Thompson, not out	80
B. W. Bradbury, b. Yeoh	23
R. Bass, not out	22
Extras	10

Total (for 4 wickets, declared)....155

L. E. Lammert, A. W. Grimmett, H. Holdman, C. Anderson and W. S. Drake did not bat.

## Bowling Analysis.

Yeoh	0	M.	R.	W.
Samy	17	4	55	4
Singh	13	1	49	0
Hunt	2	0	14	0
Hinton	4	0	20	0

## UNIVERSITY.

I. T. Pun, b. Lammert	10
K. E. Mogra, c. Ayer, b. Grimmett	9
H. O. Hunt, run out	1
D. K. Samy, c. Bass, b. Lammert	0
T. E. Yeoh, run out	12
K. S. Cheah, not out	11
W. J. Hinton, not out	1
Extras	9

Total (for 5 wickets)....62

Singh and M. K. Yue did not bat.

## Bowling Analysis.

Lammert	0	M.	R.	W.
Anderson	10	4	16	3
Grimmett	6	1	17	1
Drake	4	3	11	0

## LEAGUE TABLE.

(UP TO DECEMBER 4TH).

Craigengower	2	1	0	1	4
Kowloon	2	1	0	1	4
R.G.A.	1	1	0	0	3
University	3	0	0	1	2
C.R.C.	3	0	0	1	1
H.K.C.C.	2	0	0	1	1
Staffs	1	0	1	0	0

## TENNIS.

## GARRISON LEAGUE.

Owing to bad weather during the summer and to various teams dropping out during the season, this league was in a very unsatisfactory state, and a meeting was called recently to decide the best way of finishing up for the season. It was settled that, as the Staff and Departments, 88th Co. R.G.A., Royal Engineers and the R.A.M.C. were the only four teams with the slightest chance of winning the league, the contest for final honours should be fought out between them. As a result of the draw, the R.G.A. were down to play the Staff, and the R.E. were to oppose the R.A.M.C., the winners to play off for the championship.

The first of these games took place at the Happy Valley on Friday when the 88th Co. R.G.A. with a very strong team comfortably defeated the Staff. As a result of an injury to his leg early in the second match, Davis was only a passenger for the rest of the game, being hardly able to stand, but so well did Major Hicking play that the game went to the Artillery men by 5 games to 4. Enough points having been played to make the gunners winners, Davis retired after the second set, the Staff courteously allowing Q.M.S. Smith to replace him for the third game. The 88th Co. will now meet the Royal Engineers or the R.A.M.C. in the final.

The following were the scores:—  
Lieut. Colonel Loring and Captain Oliver beat Major Humphreys and Major Carter 6-3; beat Lieut. Colonel Nicholson and Mr. Shewell 7-3; beat S. M. Carter and S. M. McCarthy 7-2.  
Major Hicking and S. Sgt. Davis beat S. M. Carter and S. M. McCarthy 8-1; beat Major Humphreys and Major Carter 5-4; and Major Hicking and Q.M.S. Smith lost to Lieut. Col. Nicholson and Mr. Shewell 4-5.  
Capt. Davies and C.S.M. Pringle beat Major Humphreys and Major Carter 5-4; beat Lieut. Col. Nicholson and Mr. Shewell 6-2; beat S. M. Carter and S. M. McCarthy 6-4.  
Total:—88th Co. R.G.A. 53. Staffs and Departments 23.

## GOLF.

## SCOTLAND V. THE REST.

The Scotsmen v. The Rest match was played at Fanling, yesterday, and resulted in a very decisive victory for the latter team who were 5 up in the morning and 64 in the Foursomes in the afternoon. An interesting incident in the contest was the defeat of Mr. R. L. D. Wodehouse, this year's champion, by Mr. Crawford Morgan, whom he recently defeated in the semi-final of the Championship by 1 up. Yesterday, Mr. Morgan won his game against Mr. Wodehouse by 5 and 4 to play.

## FOOTBALL.

The following are the results of Saturday's games in the Hongkong League:—

Hongkong Club	0	R.G.A.	0
Hongkong Police	1	S.C.A.	0
Kowloon	1	H.M.S. Carlisle	0
2nd Wilshires	3	H.M.S. Tamar	2

Staff & Depts.	1	H.K. Club Res.	0
United	8	22nd Punjabis	2
Oilers United	8	Club de Recreo	0
St. Joseph's	4	Kowloon Res.	0
R.G.A. Reserves	2	H.M.S. Carlisle Reserves	1
Indian Res. Club	2	S.C.A. Res.	0

The above matches were played in a drizzling rain which prevented good football, yet all the games were very keenly contested.

## CLUB V. R.G.A.

Boysen, who had played in the Reserves match, filled the vacant position at outside left. The rest of the Club team turned out as advertised. The R.G.A. won the toss and elected to defend the pavilion end, thereby having the advantage of the light breeze. Sandberg started the game. The R.G.A. were soon in the Club territory and remained there during the first five minutes of the game, Rodgers being called upon to save his charge, which he did in his usual style.

The Club broke away, and Railton passed forward to Hamilton, who went down the wing and centred where Moore missed an easy chance of giving the Club the lead. The R.G.A. cleared and Henwood passed out to McHugh, but Gerrard intercepted the pass and kicked to touch. Following the throw-in, the Club were awarded a free kick for hands against McHugh, and Gerrard, taking the kick, sent well in where Walker returned too far forward, and Rodgers ran out and cleared. The Club got away and Rodgers sent Sandberg forward. The latter, when tackled, sent out to Boysen, who shot straight into Holloway's hands, the goalie clearing. The Club came again and Hamilton hit the side of the net with a hard shot.

From the goal kick, Henwood passed out to McHugh but Gerrard cleared. R.G.A. returned and Best tipped out to Wilson who beat McPhail and sent in a lovely shot which Rodgers was forced to turn round the post. Dawson took the corner kick but sent behind. The Club kept pressing for a time, and once a foul against Dawson sent the Club forwards well in but Walker cleared. Then the R.G.A. kept the Club at home for a few minutes, during which time G. Rodgers did some good keeping and the defence proved sound. The Club broke away and the R.G.A. defence had a warm time, the ball dodging about the goal. A goal seemed certain when Sandberg headed in but the ball bounced on the crossbar and rebounded to the foot of Boysen, who was close in, but this player kicked outside.

From the goal kick Watson (senr.) tried a solo run, and Gerrard tackling, the centre forward passed round him, but unfortunately he passed too far forward and Gerrard, recovering, outpaced him and kicked behind to clear. Dawson took the corner kick and dropped the ball in the goal mouth where G. Rodgers made a weak clearance and Lawrence was again forced to kick out. Wilson took the kick, the Club clearing, and the ball was in mid-field when half-time arrived with no score.

The R.G.A. re-started, and went towards the Club goal where Gerrard cleared, and taking the ball well down, sent across to Boysen, who smartly returned, but Goldenberg failed to receive the pass and missed an easy chance of giving the Club the lead, the ball going out to Hamilton, who returned to Moore, the latter sending in a shot that almost beat Holloway, who threw himself full length and just managed to push the ball round the post. Boysen took the corner kick and sent well up the field where Morris sent Wilson away. The latter centred and Watson (senr.) returned where Wilson beat Lawrence and sent in hard to Rodgers, who turned it round the post. Wilson taking the kick placed well, where J. Rodgers headed out, Henwood seeing Best well placed, gave him the ball. Best sent it straight to Rodgers who was deservedly applauded for bringing off a brilliant save. From the throw-out, Railton sent Sandberg well down, the centre forward ending a brilliant effort by sending in wide. The ball was transferred to the other end where Wilson struck the side of the net. The R.G.A. made determined efforts to score, but hand against McHugh sent the Club in again, and Boysen just missed. The Club came again and Henwood was pulled up for jumping, dangerously near the penalty area. McPhail took the kick and sent in wide. Foul against Dawson, for using too much weight on Goldenberg, gave the Club another chance. Railton took the kick and sent out to Hamilton, Dawson cleared and sent forward to McHugh where hands again relieved. Shortly afterwards, Watson (senr.) tested Rodgers with a low shot, the goalie saving well. The R.G.A. took up the offensive and were awarded two corners, both of which proved abortive, and then the Club took the leather to the other end where Boysen centred and Henwood kicked out. From the throw-in McHugh went away and Gerrard was forced to concede a corner. Dawson took the kick and sent behind. The R.G.A. returned and Lawrence headed near the penalty area, and the R.G.A. being awarded a free kick, Henwood sent over the top. The R.G.A. pressed and I. Rodgers headed well in. Henwood, taking the kick, sent in wide. Hands against Dawson sent the Club away, but Walker returned, where Railton cleared. From a throw-in, the Club went away, and Holloway was called upon to stop a hot one from I. Rodgers. The R.G.A. cleared and quickly transferred the ball to the other end where Watson (junr.) sent in a hot one which Rodgers saved, for which he was loudly applauded.

The Club broke away and Sandberg sent Goldenberg in, the latter missing with only the goalie to beat. The R.G.A. cleared and Watson (junr.) was making for the Club goal when the whistle sounded for time with no score.

The game was fast throughout, but, owing to the slippery nature of the ground and the greasy ball, accurate play was out of the question. At times three men were struggling on the ground together. A drawn game is a correct result on the play, for, although the R.G.A. did most of the attacking, the Club were offered the best chances in front of goal where their forwards missed on several occasions. The teams worked hard and are to be complimented on their play under such trying conditions.

For the Club, Rodgers in goal, was safe, and the applause he received from the stand was well deserved. Lawrence and Gerrard played a good game and cleared well. The half-backs worked hard and kept the R.G.A. forwards from combining. They also dropped back to assist the backs when the latter were in difficulties. Rus was missed in the forward line for several chances went begging on the left, although Boysen played a good game, considering that he had been out in the earlier game assisting the Reserves. Hamilton, on the right, played a much better game than last week, Goldenberg showed a good turn of speed in the open, but failed when close in. On more than one occasion he failed to gather the ball, when favourably placed and with only the goalie to beat. Sandberg fed his wings well and occasionally tried a run through, but found Henwood close in attendance everywhere. He had very few shots at goal, but those were well directed and had plenty of sting about them. Moore worked hard, but did not keep far enough forward to accept the passes coming across from the right wing. He was occasionally back among the halves. For the R.G.A. Holloway played a good game and saved the R.G.A. lines on several occasions. Walker and Frampton played well and with understanding. Henwood was the pick of the middle line and kept Sandberg, the Club centre, well covered. He assisted the forwards in the attack and dropped back when the Club forwards got dangerous. Dawson and Morris worked hard, the former being pulled up on more than one occasion for getting the better of Goldenberg. In the forward line, Water (junr.) was most prominent. Wilson, on the right wing, played well, but his centres were weak. He and Watson combined well. Watson (senr.) the pivot of the line, could not get going, for Rodgers and Railton had him well covered, and every time he tried to go through he found they were close at hand. The left wing did not combine well. McHugh tried to beat Gerrard, instead of giving the ball to Best, but the Club back tackled well and robbed. Best waited for the ball to come to him instead of going to meet it and Railton cleared easily. Combination was lacking in the line generally which made the game easy for the Club defence, who had little difficulty in keeping the attack from becoming too dangerous.

Mr. Hollands was the referee.

## WILTS V. "TAMAR."

At Sookunpoo, before a large crowd of Service men, the Wiltsires beat the Tamar 4-0. The Tamar, who were not fully represented, Amos of the Wilts, and Stone, of the Tamar, did not turn out. The game was fast and even throughout, and with a little more luck, the sailors would have reversed the result for they had much the better of the exchanges.

## KOWLOON V. "CARLISLE."

On the Navy "B" ground, Kowloon had Knight back again in his old position where he played a good game, Kowloon winning by the only goal scored. Clemon, playing outside right, was responsible for the Civilian annexing the two points.

## POLICE V. S.C.A.

A fast and even game was seen on the Navy "A" ground between the above teams, the result being a draw of one all.

## CLUB RESERVES V. STAFFS.

On the Club ground the Staffs started the game in a drizzling rain and were soon in Club territory, where Wilkinson sent in a shot that went wide. The Staff came again and forced a corner, which was cleared, and Ireland sent Jack away on the right, the latter delaying his centre. The Staff kicked out. The Club came again and Boysen was offside. From the free kick, the Staffs got well in where Tonkin was forced to kick to touch. From the throw-in, hands against the Staffs sent McDermid kicked behind. From the kick-out, Bradley took the ball down and passed out to Wilkinson, who tested Groot with a low shot, the goalie clearing. The Staffs had the better of the exchanges for a time, when the Club went away and Boysen, coming in from the left, was brought down in the penalty area. Tonkin took the kick and sent straight at Rhodes, who pushed the ball out and Tonkin, following up, sent in again for Rhodes to turn the ball round the post. Jack took the corner kick, which Hopper cleared, and passed forward to Wilkins, who went away and sent in a low shot that just missed. The Staffs returned, and Filmer sent in hard to Groot, who caught the ball and waited for Wilkin to come up to kick the ball out of his hands, instead of clearing at once. Luckily for the Club the ball rolled behind. The Club were pressing when half-time was called, there being a blank score-sheet.

The Club resumed and Wilkie passed out to Railton, who sent in wide. The Staff came away from the goal kick and transferred the play to the other end, where Wilkinson shot wide. The Staffs returned, but offside against Wilkinson relieved. The Club visited the other end where Railton did a solo run and sent in hard to Rhodes who fisted out, and Filmer sent out Payne, who forced a corner off Henderson. The Club cleared and Boysen, when steadying himself to shoot, slipped and fell. Bradbury kicked

out. The Reserves kept up the pressure but Hopper and Bradbury prevented them from becoming dangerous. Following a couple of corners, the Staffs broke away and got well down, where Henderson was forced to pass back to Groot, who picked up and putted up the field. The Staff returned and Payne was offside. From the free kick Ireland sent Railton away, the latter centring. Boysen was pulled up on offside. Bradley took the kick and Tonkin returned, Jack accepted a pass from Sherry and sent into Rhodes' hands, who threw out, and Railton returned sharply, the ball just missing the goal. The Staffs then took up the offensive, and the game continued to be fast, each goal being visited in turn and each team striving hard to get a goal. The Staffs not to be denied, came again and Payne, receiving a pass from the right, sent in from close range and beat Groot, who just touched the ball as it passed over his head into the net. From the re-start the Staffs got away and Henderson was forced to kick. Payne took the corner kick which Henderson cleared. The Staffs returned and pressed the Reserves where several corners were conceded, but the Club prevented the Staffs from adding to their score. The Club broke away and by a good combination got near the Staffs' goal, but Railton sent in wide. Railton, however, came again and was applauded for a brilliant effort. Beating the backs, he went in and sent in a hard shot, which Rhodes cleared. Shortly after the whistle sounded leaving the Staffs winners by one goal to nil.

On the play the Reserves had hard lines to lose, for, in addition to missing a penalty, they gave Rhodes more shots to deal with than the Staffs gave Groot. The Staffs won as they were a much heavier team. Mr. Hollands was in charge of the game.

## ST. JOSEPH'S V. KOWLOON RESERVES.

A very even game was expected between these teams, as they were bracketed at the top of the League table, and the Kowloon men had not lost a game this season.

However, the unexpected happened, and St. Joseph's proved to be easy winners.

## R.G.A. RES. V. H.M.S. "CARLISLE" RES.

At Sookunpoo, the soldiers had the better of the exchanges in a fairly even game and managed to get home by the odd goal in three.

## INDIANS V. S.C.A. RESERVES.

The Indian Recreation Club sprang a surprise on the Chinese whom they defeated by 2 goals to nil.

## OILERS UNITED V. CLUB DE RECREO.

This game, which was expected to be a win for the Club, ended in their crushing defeat by six goals to love. The heavy going, which seemed to suit the men from the oilships, was much against the forceful play of the Club, who could not keep the pace.

## UNITED V. 22ND PUNJABIS.

The United won this game by 8 goals to 0. For the United, all the forwards scored. Leonard (3), Kent (2), May (1), Gibbs (1), and Simmons (1).

## RUGBY.

The following is the Army team v. Curlew at 4.30 p.m. to-day, at Happy Valley:—Private Phillips, Wilts, back; Captain Murray, I.M.S. (Captain); Captain Tomory, R.A.M.C.; Lieut. Bevan, Wilts; Lieut. Boyes, R.G.A.; Lt. Emerson, 2/22nd Punjabis; Lt. Davies, R.G.A.; Capt. Brilow, Capt. Meredith, and Capt. Dodwell, of the R.G.A.; Lt. Sergeant, Lt. Dodginton, Wilts; Lt. Bingham, Lt. Mortimer, R.G.A.; and Lt. Morton, 2/22 Punjabis.

## THE LATE MRS. J. C. FLETCHER.

## FUNERAL ON SATURDAY.

The funeral of the late Mrs. J. C. Fletcher, wife of Mr. J. C. Fletcher, of Queen's College, Hong Kong, was reported in our column on Saturday, took place at Happy Valley on Saturday evening in the presence of a large gathering. The Rev. G. J. Williams, Pastor of the Union Church, officiated, and the chief mourner was the husband.

Amongst those present were the Hon. Mr. A. G. M. Fletcher, the Hon. Mr. E. Irving, Mr. R. E. O. Bird, Mr. E. Ralph, Mr. K. Blair, Mr. C. B. Brown, Mr. E. F. August, Mr. J. Sutherland, Mr. A. H. Crook, Mr. J. Ralston, Mr. W. L. Handyside, Mr. W. J. Carrie, Mr. S. B. B. McElmery, Mr. F. J. de Rome, Mr. A. Morris, the Rev. G. E. Updell, Mr. A. T. Hamilton, Mr. W. M. Fleming, Mr. W. Pryde, Mr. D. E. Cameron, Mr. A. Maxwell, and several students of Queen's College.

Wreaths were sent by the European Staff, Queen's College; Class 1, Queen's College; the Pupils of Commercial 2a, Queen's College; the Senior Chinese Masters of Queen's College; the Junior Chinese Masters, Queen's College; Full 2a, Queen's College; Class 4, Queen's College; the Hongkong Football Association; Class 5a, and 5a, Queen's College; Staff and Pupils, Bellios Public School, Kely and Wain, Ltd.; Vernacular Masters of Queen's College; Staff and Pupils, Peak School; Prefects, Queen's College; "John", Lady Stubbs, The Hon. Mr. E. A. Irving, Mr. and Mrs. C. E. Meyer, "Fendula", Miss Peggy Datham, Margaret and Theodore Cameron, Mr. and Mrs. Duncan Cameron, Mr. and Mrs. A. T. Hamilton, Mrs. R. E. Macdonald, Mr. and Mrs. W. N. Fleming, Mr. and Mrs. T. Neave, and Miss Neave, Mr. and Mrs. R. P. Brown, Mr. and Mrs. O. T. Pieske, Mr. and Mrs. E. L. Frank, a family, D. E. Labrum, Mr. and Mrs. L. E. Lammert, Mr. G. Stark, Mr. and Mrs. A. H. Crook, Mr. and Mrs. W. J. Carrie, Mrs. F. E. Ronger, J. Ralston, Mr. and Mrs. J. A. Tarrant, Mr. and Mrs. O. B. Brown, Mr. H. A. R. Conant, Mr. and Mrs. F. J. de Rome, Mr. and Mrs. J. P. Martin, Mrs. A. M. Arnold, Mr. and Mrs. G. F. Nightingale, Mrs. G. V. Stubbings and Miss Jean Bragg, Mr. W. L. Handyside, Miss Jean Bragg, Mr. J. Fletcher, Mr. and Mrs. F. A. Mackintosh, Mr. and Mrs. O. Mycock, Bertha Tarrant, Mr. and Mrs. A. Morris, Mr. E. O. Bird, Wei Yu and Wei Tat.

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**ATSUTA MARU** ... Friday, 7th Jan., at 11 a.m.

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**LIMA MARU** ... Monday, 13th December.

**LIVERPOOL & MARSEILLES** via Suez.  
**TSURUGA MARU** ... Middle of January.  
**KAMAKURA MARU** sailing from Singapore ... Middle of December.

**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.  
**TANGO MARU** ... Wednesday, 22nd Dec., at 11 a.m.  
**NIKKO MARU** ... Middle of January.

**NEW YORK** via Manila, Java, Straits & Suez.  
**SOUTH AMERICAN PORTS** via CAPE  
**RAKODATE MARU** sailing from Singapore ... Sunday, 13th Dec.

**BOMBAY & COLOMBO** via Singapore.  
**RANGOON MARU** ... Beginning of January.

**CALCUTTA & RANGOON** via Singapore & Penang.  
**TAKEUCHI MARU** ... Sunday, 6th December.  
**YEROSH MARU** ... Saturday, 18th December.

**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**  
**NIKKO MARU** ... Saturday, 18th Dec., at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**  
**RANGOON MARU** (omitting Yokohama) ... Wednesday, 8th Dec.  
**SHIMIZUOKA MARU** ... Friday, 10th Dec., at 11 a.m.  
**YEROSH MARU** (omitting Yokohama) ... Saturday, 18th December.

**TOKUSHIMA MARU** ... Saturday, 18th December.  
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**WORK OF THE WORLD.**

A GREAT LEAD IN SHIP-  
BUILDING.

THE WORLD'S OILLESS FUTURE.  
(BY SIR LEO CHIOZZA MONEY.)

The lead in shipbuilding which British yards regained at the end of 1919 has since been maintained and increased. The world's aggregate tonnage under construction has been falling, while the British share has been rising all through the present year. Here are the facts of the case, with special reference to American building:

**MERCHANT SHIPS UNDER CONSTRUCTION.**

	United Kingdom	United States	All the World
1920	1,200,000	1,200,000	2,400,000
1919	1,200,000	1,200,000	2,400,000
1918	1,200,000	1,200,000	2,400,000
1917	1,200,000	1,200,000	2,400,000
1916	1,200,000	1,200,000	2,400,000
1915	1,200,000	1,200,000	2,400,000
1914	1,200,000	1,200,000	2,400,000
1913	1,200,000	1,200,000	2,400,000
1912	1,200,000	1,200,000	2,400,000
1911	1,200,000	1,200,000	2,400,000
1910	1,200,000	1,200,000	2,400,000
1909	1,200,000	1,200,000	2,400,000
1908	1,200,000	1,200,000	2,400,000
1907	1,200,000	1,200,000	2,400,000
1906	1,200,000	1,200,000	2,400,000
1905	1,200,000	1,200,000	2,400,000
1904	1,200,000	1,200,000	2,400,000
1903	1,200,000	1,200,000	2,400,000
1902	1,200,000	1,200,000	2,400,000
1901	1,200,000	1,200,000	2,400,000
1900	1,200,000	1,200,000	2,400,000

Since March 31 the British tonnage has grown by 37,000 tons, although world construction has fallen by 377,000 tons. In the same time American construction has fallen by 80,000 tons.

A STRIKING CHANGE.  
The comparison with March, 1919, is even more remarkable:

	British Tons	U.S. Tons
March 31, 1919	1,200,000	1,200,000
March 31, 1920	1,237,000	1,172,000

Thus the British construction has grown by 1,475,000 tons, while that of America has fallen by 2,400,000 tons. The explanation is that while British yards have recovered from their devotion to war purposes, and from the vast amount of re-conditioning which remained after November, 1918, as a war legacy, the largely new industry of America has completed its State commissions and failed to find full compensation in commercial orders. America has yet indeed thoroughly to digest its suddenly acquired giant shipyard. That it will do so we need not doubt, and although, therefore, the statistical post-war record is exceedingly satisfactory from the British point of view, we should not be tempted to regard it as more than the opening chapter of an eventual story.

**BRITAIN RECOVERS HER TONNAGE.**  
The receipt of the German ships and their sale to British shipowners by the Government, through Lord Loch, brings nearer the date when British shipping will regain its pre-war tonnage. On June 30, 1914, a deficiency of 730,000 tons, so that the shortage now to be made up is small. But let us not forget, if there had been no war the mercantile marine would by now have grown to some 21,000,000 tons, so that we have still still to make good much of the loss due to war.

—GERMAN SHIPS GOING CHEAP.

For the first forty-eight German ships the State obtained £12.10 per gross ton. This is, of course, very low figure for it amounts to little more than 212 per cent deadweight ton, or about one-half the cost of new vessels. It may be remembered that a great tramp fleet, including not a few ageing vessels, was recently sold out to a public company at a valuation of £22 per ton deadweight. The price obtained for the German tons was probably the lowest in the country. What was so great a block of shipping was offered on a weak market. The world as a whole now possesses more ships than in 1914, but provides less trade to the shipowner.

**OIL BEATING COAL.**  
Lloyd's report for 1919-1920 directs attention to the great growth of vessels using oil fuel. In the year the new ships classed by Lloyd's were fitted for burning oil. As compared with 211 vessels of 1,183,130 tons in the previous twelve months. In addition, there were many old vessels converted to burn oil. A great increase is also reported in the use of marine oil-engines. Lloyd's have now under survey as many as 300 sets of oil-engines, of which about one-half are building in this country. What between the substitution of oil fuel for coal in vessels employing steam-engines, and the substitution of oil-engines for steam-engines, the advance of oil is exceedingly rapid. It is a curious fact that this is in a sense hostile to our comparative maritime strength, since our large pre-war coal-exporters were mainly for maritime purposes, and those exporters helped to make our shipping profitable and gave it peculiar power.

THE FUTURE OF OIL.

But oil versus coal is a passing phase, for both oil and coal, as we know them are doomed to extinction, and oil will go first by a long way. The world's natural supplies of mineral oil, which are actually large, but relatively small. Already the end is in sight, although we have but recently discovered so many new uses for oil as fuel. The once great American supplies will peter out while yet the boys of to-day are young men, and other oilfields will quickly follow them to extinction. Admiral Philip Dumas, who was secretary to the Royal Commission on Oil Fuel of 1913, tells us that petrol will be so scarce by 1922 that the majority of private users "will have to put away their cars." Coal is also oil if we care to make it so, but coal in its turn will not long survive the great call of the world's industries (which, despite a thousand alarms and dependencies, will revive on an unprecedented scale in the near future), unless we learn to handle it with greater efficiency. Even with the greatest conceivable care in its use, the insatiable call of work inspired by new inventions, will narrowly limit the remainder of the Coal Age. The more reason to turn to those organic supplies of power which we have the means to increase indefinitely. If the future forbids us to drink alcohol one may confidently look forward to producing and consuming it usefully in hitherto undreamed-of quantities.—*The Observer*.

Chinese coal, to the amount of 100,000 tons, arrived at Newcastle-on-Tyne, on October 9th. Mr. Archibald Grant, Controller of Chinese Coal Imports, said the coal had been sent from HANKOW, at an expense of £1.10 per ton, of excellent quality, and providing that there was a sufficiency of coals could be sold at a cheaper rate than English coal.

**NOTICES TO CONSIGNEES**

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship "CHAKSANG"**  
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.  
Goods not cleared by the 7th Dec. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
Hongkong, December 1st, 1920. [1863]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

**THE Steamship "KWAISANG"**

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.  
Goods not cleared by the 7th Dec. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
Hongkong, December 1st, 1920. [1861]

NOTICE TO CONSIGNEES.

**THE EASTERN & AUSTRALIAN STEAMSHIP COY'S STEAMER**

"ST. ALBANS"

Arrived Hongkong on Dec. 3rd, 1920.

FROM AUSTRALIA AND MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out. Mark by Mack and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.  
Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. Gordon & Douglas at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.  
No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, December 3rd, 1920. 1870

**P. & O. S. N. CO.**

STEAMERS FOR

**STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.**

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

**THE Steamship "DUNERA,"** Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about MONDAY, the 13th December, 1920, taking Passengers and Cargo for the above Ports.  
All Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.  
Perishables will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars apply to—

**MACKINNON, MACKENZIE & CO.,**  
Agents,  
Hongkong, November 30th, 1920. [1858]

**Glover's**  
World Renowned  
**Dog Remedies**

Send for free book on "Dog Diseases and How to Feed."

**H. Clay Glover Co., Inc.**  
115 West 31st Street  
New York, U.S.A.  
Agents, 115, Queen Street

**INDO-CHINA**

**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION.

STRAITS & CALCUTTA	"KWAISANG"	Mon.	6th Dec.	3 p.m.
HAIPHONG via HOIHOW	"LOKSANG"	Wed.	8th Dec.	10 a.m.
SHANGHAI via SWATOW	"CHONGSANG"	Thurs.	9th Dec.	11 a.m.
Manila, W. HAWAII, CEBU & DALY	"CHONGSHING"	Thurs.	9th Dec.	11 a.m.
KOBE	"YATSHING"	Thurs.	9th Dec.	11 a.m.
MANILA	"L'ONGSANG"	Fr.	10th Dec.	3 p.m.
SANDAKAN	"HINEANG"	Sat.	11th Dec.	Nom.

**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer proceed via Straits and Hongkong to Japan; occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every five days between Calcutta and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Keadas, Jesselton, Labuan, Tawau and Lahad Dato.

**TRIESTE LINE.**—A regular service is run from March to November between Hongkong and Niameln, calling at Welhatwei and Obetoo.

**CALCUTTA LINE.**

S.S. "KWAISANG" will be despatched on or about Dec. 6th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.,**

GENERAL MANAGERS

Telephone No. 118.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.—STRAITS, CHINA & JAPAN SERVICE.**

OUTWARDS.

Vessel	Leave Hongkong	Discharge
"GLENLUCE"	...	30th Dec.
"GLENADE"	...	7th Jan.
"GLENARA"	...	18th Jan.

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"GLENOGLE"	about 10th Dec.	CHINA, LONDON & ROTTERDAM.

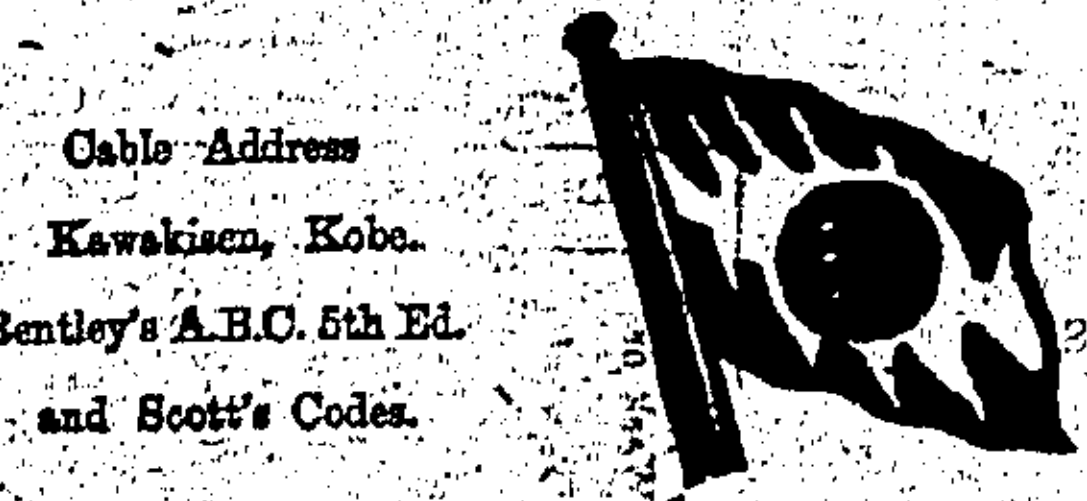
Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.,**

**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub 5 ex 23, and 3896.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARIYA ABE

(The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 8,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 5,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA,**

No. 8, Bunko, Kori.



## SHIPPING NEWS

## ARRIVALS.

December 3rd.

*Chafco*, Chinese str., 545 tons, Capt. Wilks, from Swatow, with a general cargo.—Hung Shun.

*Dainichi Maru*, Japanese str., 1,055 tons, Capt. Ishii, from Karatsu, with a cargo of coal.—M.B.K.

*Pao Lee*, Chinese str., 314 tons, Capt. Leung King, from Kwang Chow Wan, with a general cargo.—Hung Shun.

December 4th.

*Chung Hing*, Chinese str., 249 tons, Capt. Pottorff, from Hongkong, with a general cargo.—Chong Lee.

*Heanyang*, British str., 1,208 tons, Capt. Mathias, from Canton, in ballast.—B. & S.

*Hydangea*, British str., 581 tons, Capt. Drummond, from Swatow, with a general cargo.—Chiu On.

*Kaigyo*, French str., 177 tons, Capt. Oudier, from Hongkong, with a general cargo.—Seng Koo.

*Kiuhang*, British str., 1,223 tons, Capt. Oudier, from Hongkong, with a cargo of coal.—B. & S.

*Kwong Sang*, British str., 1,424 tons, Capt. Pottorff, from Canton, with a general cargo.—J. M. & Co.

*Lok Sang*, British str., 979 tons, Capt. Maitcock, from Hongkong, with a general cargo.—J. M. & Co.

*Rajah of Sarawak*, Sarawak str., 892 tons, Capt. Pottorff, from Saigon, with a general cargo.—Carroll Bros.

*Shun Cheung*, Chinese str., 235 tons, Capt. Leung King, from Kwang Chow Wan, with a general cargo.—Wai Yee.

*Takkyo Maru*, Japanese str., 7,027 tons, Capt. Akiyoshi, from Moji, with a general cargo.—N.Y.K.

*Tjensdants*, Dutch str., 5,000 tons, Capt. Pals, from San Francisco, with a general cargo.—J.C.J.L.

*West Joppa*, American str., 5,685 tons, Capt. Archer, from Manila, with a cargo of steel plate.—Frank Waterhouse & Co.

December 5th.

*Alabama Maru*, Japanese str., 9,695 tons, Capt. Yamaguchi, from Manila, with a general cargo.—O.S.K.

*Ontario Shing*, British str., 1,258 tons, Capt. Van Corlandt, from Weihaiwei, with a general cargo.—J. M. & Co.

*Choi Sang*, British str., 1,424 tons, Capt. Walker, from Shanghai, with a general cargo.—J. M. & Co.

*Hawanna Maru*, Japanese str., 3,589 tons, Capt. Imai, from Shanghai, with a general cargo.—O.S.K.

*Haikow*, British str., 1,270 tons, Capt. Passmore, from Foochow, with a general cargo.—D. L. & Co.

*Kwong Lee*, Chinese str., 1,488 tons, Capt. Newbery, from Shanghai, with a general cargo.—O.S.K.

*Pan Yang*, British str., 1,102 tons, Capt. Heat 7, from Hongkong, with a cargo of coal.—Chan Yee King.

*Sicilia*, British str., 4,188 tons, Capt. Jenkins, from London, with a general cargo.—P. & O. S. N. Co.

*Talhybris*, British str., 10,224 tons, Capt. Mansfield, from Manila, with a general cargo.—B. & S.

*Van Waerwijck*, Dutch str., 3,040 tons, Capt. Schlette, from Singapore, with a general cargo.—J.C.J.L.

*Yue Wah*, Chinese str., 835 tons, Capt. T. Brown, from Swatow, with a general cargo.—Hung Shun.

December 6th.

*Banet Maru* (3), for Takao, China, for Shanghai.

*Chienan*, for San Francisco.

*Hatchin*, for Foochow.

*Hong Noh*, for Swatow and Amoy.

*Kuan Samud*, for Bangkok.

*Mr. S. Dollar*, for New York.

*Noto Maru*, for Canton.

*Suiyang*, for Canton.

*Uman Maru*, for Saigon.

*West Ivi*, for Seattle.

*Yuenang*, for Manila.

December 3rd.

*Banet Maru* (3), for Takao, China, for Shanghai.

*Chienan*, for San Francisco.

*Hatchin*, for Foochow.

*Hong Noh*, for Swatow and Amoy.

*Kuan Samud*, for Bangkok.

*Mr. S. Dollar*, for New York.

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*Uman Maru*, for Saigon.

*West Ivi*, for Seattle.

*Yuenang*, for Manila.

## SHIPPING MOVEMENTS.

The R.M.S. *Montague* left Vancouver for Hongkong, via Japan ports, and Shanghai on November 29th, and is due here on or about December 29th.

The R.M.S. *Empress of Russia* arrived at Nagasaki on December 3rd, left there on December 3rd, and is due at Manila on December 8th.

The R.M.S. *Empress of Japan* from Hongkong on November 9th, arrived at Vancouver on November 30th.

The *Yokohama* from Hongkong on November 25th, arrived at Vancouver on November 25th.

The P. & O. Co.'s s.s. *Sonia* left Shanghai for Hongkong on December 4th, and is due here on December 7th about 6 a.m.

## VESSELS EXPECTED.

*Empress of Russia* due December 11th.

*Kamo Maru* (European Line), from Japan, due December 9th.

*Lima Maru* (Hamburg Line), from Japan, due December 12th.

*Nikko Maru* (Australian Line), due Dec. 17th.

*Rangoon Maru* (Calcutta Line), due Dec. 8th.

*Tanda* due December 7th p.m.

*Thesus* (Blue Tunnel Line), from Japan, due December 7th.

*Tokushima Maru* (Liverpool Line), due Dec. 13th.

*Yokohama Maru* (Bombay Line), due Dec. 17th.

*Yokohama Maru* (European Line), due January 5th.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 5th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 a.m.
Barometer	29.81	29.88	29.86
Temperature	69	71	73
Humidity	97	97	93
Wind Direction	East	East	East
Force	3	3	3
Weather	od	od	cm
Rain	0.42	0	0.03

Highest open-air Temperature on 4th ... 71

Lowest open-air Temperature on 5th ... 70

## SUNRISE AND SUNSET IN HONGKONG.

Date	Sunrise a.m.	Sunset p.m.
December 6th	6.50	5.33
7th	6.51	5.38
8th	6.52	5.39
9th	6.53	5.39
10th	6.53	5.39
11th	6.54	5.40
12th	6.54	5.40
13th	6.55	5.40
14th	6.56	5.41
15th	6.56	5.41
16th	6.57	5.42
17th	6.57	5.42
18th	6.58	5.42
19th	6.59	5.43
20th	6.59	5.43
21st	6.59	5.44
22nd	7.00	5.44
23rd	7.00	5.45
24th	7.01	5.45
25th	7.01	5.45
26th	7.02	5.47
27th	7.02	5.47
28th	7.03	5.48
29th	7.03	5.48
30th	7.03	5.49
31st	7.04	5.49

## HONGKONG TIDE TABLE.

From December 6th to 12th, 1920.

	High Water	Low Water
Mon. 6	h. m. 5.54	h. m. 2.12
Tues. 7	h. m. 6.58	h. m. 3.22
Wed. 8	h. m. 7.58	h. m. 4.34
Thurs. 9	h. m. 8.55	h. m. 5.48
Fri. 10	h. m. 9.48	h. m. 6.58
Satur. 11	h. m. 10.37	h. m. 8.05
Sun. 12	h. m. 11.22	h. m. 9.12

## PASSENGERS.

DEPARTURES.

For China, December 4th:—Miss Brown, Mr. E. Dufrenoy, Mr. and Mrs. G. Gilbert, Mr. E. Hausmann, Mr. J. Haley, Mr. S. Hanchi, Mr. Y. Inoue, Mr. W. M. Justison, Mr. D. E. A. Jay, Mr. H. E. Morton, Mr. G. O. Maxwell, Mr. and Mrs. C. E. Mackenzie, Mr. May, Mr. G. P. Peregrin, Mr. and Mrs. E. A. Prince, Miss H. Prince, Miss V. Prince, Master Prince, Mr. N. Romanoff, Mrs. A. K. Shoup, Mr. T. Sangoku, Mr. O. Sereion, Mr. M. M. Tackay, Mrs. S. A. Miller, Mr. M. S. Peabody, Mr. P. G. Erickson, Miss H. N. Page, Miss L. W. Merrill, Mr. R. Uno.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON &amp; ROTTERDAM ... "CITY OF LINCOLN" ... 15th Dec.

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THE BANK LINE, LTD.  
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## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG AND BANGKOK	"HUPEH"	On 7th Dec. 10 A.M.
SWATOW AND BANGKOK	"CHINHUA"	On 7th Dec. 10 A.M.
AMOI, SHANGHAI & PUKEO	"SUIYANG"	On 7th Dec. Noon.
TUATJAP	"TAIKOOYANT"	On 8th Dec. 4 P.M.
HONGKONG	"SUIYANG"	On 8th Dec. Noon.
HONGKONG, PAKHOI & HAIPHONG	"KAIPOH"	On 10th Dec. 10 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Agents.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	... Capt. W. C. Passmore	TUESDAY, 7th Dec. at 12 Noon.
"HAILOONG"	... Capt. J. B. Thomson	FRIDAY, 10th Dec. at 12 Noon.
"HAIHING"	... Capt. A. H. Stewart	TUESDAY, Dec. 14th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,  
(General Manager).

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AND

AMERICAN & MANCHURIAN LINE  
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Sailings from Hongkong.

"CITY OF AGRA"	... via Panama	30th Dec.
"LAOMEDON"	... via Suez	12th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON.P. & O. - BRITISH INDIA  
APCAR AND EASTERN &  
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SOMALI"	6,713	8th Dec. 10 A.M.	Marseilles, London & Antwerp
"DUNERA"	5,400	17th Dec.	Singapore, Colombo & Bombay.
"DEVANHA"	8,100	17th Dec.	Marseilles, London & Antwerp
"SICILIA"	6,702	31st Dec.	Marseilles, London & Antwerp
"FLASSY"	7,248	31st Dec. 1921	Marseilles, London & Antwerp
"DELTA"	8,000	4th Feb.	do.
"KHIVA"	8,000	18th Feb.	do.

## BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" ... 29th Dec. ... Calcutta via Singapore.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	22nd Dec.	Sandakan, Thursday Island,
"EASTERN"	4,000	17th Jan.	Cassia, Townsville, Brisbane,
			Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

"SICILIA"	7,000	6th Dec. 10 A.M.	Shanghai, Kobe & Yokohama.
"TANDA"	7,000	8th Dec.	Shanghai & Japan.
"BANCA" (Cargo)	6,000	14th Dec.	Shanghai & Japan.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras holding of the section of their P. &amp; O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon &amp; Douglas, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,  
Agents.  
22, Des Voeux Road Central, HONGKONG.O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct

service via Singapore and Port Said.

"HAYAMA MARU" ... Sunday, 6th Dec.

Call-Marseilles

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN &amp; CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Tuesday, 9th Dec.

Taking Passengers

Omit Mauritius

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"TADU MARU" ... Saturday, 18th Dec.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"UNAN MARU" ... Saturday, 4th Dec.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Friday, 10th Dec.

Omit Manila

(Taking Passengers)

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuban Ports.

"AMUR MARU" ... 27th Jan. 1921.

NEW ORLEANS LINE

"HIMALAYA MARU" ... Sunday, 19th Dec.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

"HIMALAYA MARU" ... Tuesday, 7th Dec.

KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOI.

"BOSU MARU" ... Thursday, 16th Dec.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,  
No. 1, Queen's Building.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer

Arr. Hongkong from Australia

Lv. Hongkong for Australia

"CHANGSHA" ... 7th Dec. ... 18th Dec.

Haines Express to Australia.

This Steamer is fitted with "Refrigerating" Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light

throughout and electric fans in the State-rooms. A duty qualified Doctor is carried.

Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. [43]

T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
KORUM MARU	30,000	... Dec. 17th.
HIBERIA MARU	30,000	... Dec. 31st.
TEITO MARU	32,000	... Jan. 13th.
SHINYO MARU	32,000	... Feb. 7th.
PIRESIA MARU	3,000	... Feb. 24th.

\* Calling at Dairen instead of Nagasaki.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALLINA

CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA &amp; IQUIQUE.

\* THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
YOKUTO MARU (Cargo only)	...	Dec. 8th.
KIYO MARU	17,500	Jan. 15th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,  
King's Building.

Tel. Nos. 2374 &amp; 2375.

Agents at Canton:

Messrs. T. M. GRIFFITH, LTD.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 23,000	On or about 15th Dec.
	"PAUL LECAT" 20,000	On or about 24th Dec.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"CHILLI" 10,000	On or about 18th Dec.
	"AMAZONE" 10,000	On or about 31st D

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER.

Acting Agent,  
Queen's Building.

Telephone 740.



## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER  
(Calling at Shanghai and Kobe).

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"MORTAGUE" ... About Dec. 29th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

7th Floor, HONG KONG.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SURUGA" ... about 15th Dec.

For HAVANA, CUBA.

S.S. "SURUGA" ... about 15th Dec.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.  
THE ADMIRAL LINE.

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6th Floor

2477 &amp; 2478

HOTEL MARRIOTT.

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## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; SANDAKAN.

For Freight and Passage apply to—

THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents,  
112, Connaught Road Central.



